

**Steamer Table**

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# SUNDAY BULLETIN

By use of BULLETIN "Want Column"

THE IMPRESSION seems to prevail that the goods sold here are not advertised. The very opposite of this is the fact. Why? Because the larger the quantity of goods produced, the cheaper they can be produced.—Hon. ELIJAH A. MORSE

## THREE DAYS' LATER NEWS FROM ALL PARTS OF THE WORLD

### RHODES IS BURIED WITH VENERATION

**Remains of South African Statesman Laid at Rest.**

### BUSINESS SUSPENDED AND OFFICES CLOSED

**Huge Crowd Before the Cathedral Where Burial Service Was Pronounced—Troopers Line the Streets.**

Cape Town, April 3.—Throughout this morning continuous streams of people passed by the coffin containing the body of Mr. Cecil Rhodes, as it rested in Parliament House. The funeral procession this afternoon was most imposing. The coffin was draped with the tattered Union Jack which belonged to Mr. Rhodes, and with the tattered flag of the British South African Company, which went through the fight at Mafeking, and was carried on the Long Cecil gun carriage used at the siege of Kimberley, through the crowded streets, to the cathedral. The streets were lined with troopers, who saluted the passing cortege.

The pall bearers were Sir John Gordon Spragg, the Premier of Cape Colony, and five others. The chief mourner was Colonel Frank Rhodes, who walked alone and bare-headed, followed by representatives of Lord Milner, the British High Commissioner, and Sir Walter Hely-Hutchinson, the Governor and Commander-in-Chief of the Cape of Good Hope.

All business was suspended during the funeral, and all the public buildings were draped in mourning.

In front of the cathedral stood a huge crowd, and the building itself was filled to its capacity.

The Archbishop and other clergy received the body at the porch, and there the opening sentences of the Burial Service were pronounced. The procession passed down the main transept.

The Archbishop made an address, during which he declared that Mr. Rhodes had faults, of which he, probably, was as conscious as anyone, but nevertheless, he was a great man. Though not a great church-goer, continued the Archbishop, Mr. Rhodes was essentially religious.

At the conclusion of the service the procession reformed, the Dead March was played, and the mourners proceeded to the station. There the coffin was borne into the De Beers Company's saloon car, which had been converted into a chapel ardente.

The family and the executive of the will and others accompanied the remains to Rhodesia.

### ATLANTIC CITY IS SWEEPED BY FLAMES

**Great Summer Resort Loses Its Hotels By Fire.**

### RAGES FIVE HOURS IN A STORMY WIND

**Philadelphia and Camden Fire Departments Send Help To Local Firemen In Their Trouble.**

Atlantic City, N. J., April 3.—Twelve hotels, and more than a score of small buildings, adjoining the board walk, which is built along the ocean edge, were destroyed by fire, which swept the beach front for two blocks today. The loss is believed to exceed \$750,000. In this respect, the conflagration is the most disastrous that has ever visited this city. The loss will be only partly covered by insurance, as the rate of 5 per cent charged by insurance companies, on property here, is regarded as almost prohibitive.

Fortunately, no lives were lost, though probably a dozen persons were injured and burned during the fire.

The origin of the fire is unknown, but it is said to have been started either in Brady's bath, or at the Tarleton Hotel, which adjoins the bath.

The city tonight is guarded by a company of militia, whose services were requested by the municipal authorities, to aid the police in the prevention of looting.

The fire was discovered shortly after 9 o'clock this morning, and for nearly five hours the flames raged with such violence as to threaten the city with destruction. All of the burned buildings were frame structures, and the flames fanned by a strong southwest wind, swept along the beach front with amazing rapidity. The Tarleton Hotel was soon a pile of ruins and the flames fed on the small stores between Illinois and Kentucky avenues, until they reached the Stratford Hotel, which was soon enveloped. Next the fire attacked the Berkley, adjoining, and in a few minutes the new Holland, the Bryn Mawr, the Elvard, and the Stikney, all located on Kentucky avenue, near the beach.

The local fire department worked well, but was unable to cope with the flames, and it was found necessary to send to Philadelphia and Camden for aid. The former city sent three engines, and two came from Camden. The engines were brought here on special trains, furnished by the Pennsylvania Railway Company, and they made the run in 35 minutes, a distance of 60 miles. Their presence was of vast assistance to the local firemen, but it was not until an hour after their arrival that the fire could be said to be thoroughly under control.

Nothing is left on the board walk from Illinois avenue to a point within a few feet of Young's Pier, but the iron supports.

All of the guests of the burned hotels who were forced to seek other quarters, have been provided for in other hotels.

### FIGHT FOR FOOD IN STALLED TRAIN

**Passengers Snowbound For Four Days and Five Nights.**

### ATTEMPTED SUICIDE OF PROFESSOR COLGROVE

**Ravenous Appetites of Second Class Passengers Hard to Supply—Sufferings of Women.**

St. Paul, April 2.—Passengers arriving today on a Great Northern train, due last Friday, tell of being snowbound for four days and five nights on the prairies of North Dakota. In the worst blizzard the North-West has seen in many years, with only food enough for two frugal meals a day, and with such a small amount of fuel that the ladies had to wrap themselves in blankets, and the men had to wear their overcoats day and night, to keep from freezing. Late on Thursday afternoon, the train crawled out of Williston in the hope of being able to reach Minot, some 14 miles east, before night. About midway, at a place called Ray, where there is only a siding, a water tank and a coal shed, the train was stalled. The engineer started the engine back to Williston for fuel, taking the conductor along, but the engine got stuck in a drift in a cut near town, and had to be abandoned. This left the train of eight coaches, and about 250 passengers alone on the siding, with all communication cut off.

There was an incident not on the first day. The second-class passengers insisted that they must have as much or more food than others and as they were in larger numbers and had more ravenous appetites it was difficult to confine them to their quota. The first class passengers insisted that the women and children should be fed and taken care of first, and after some argument, the second-class passengers were prevailed upon to subsidize.

On Monday evening, Professor Colgrove, of the University of Washington, who had been despondent, cut his throat with a razor. There was a physician on the train, but he had no instruments, and it became absolutely necessary to get communication with one of the neighboring towns. The passengers desperately broke open everything in the train-chest. In the conductor's box, they found a telegraph instrument. A young electrician faced the blizzard, tapped one of the wires, and attached the instrument, notifying the operators at both Minot and Williston of what had occurred.

A snow-plough was started from each place in front of an engine bearing a surgeon. The one from Minot, after a hard night's work, reached the siding early the following morning, and the wounded man was removed on the first train to St. Paul, where he was cared for at the City Hospital.

The almost famished passengers, who had suffered from the cold and exposure, were given food and warm berths in the first train which pushed through the drifts. The rotary plough made one trip through the drift between Ray and Minot, but the snow piled in so rapidly that it was necessary for the rotary to pass through again, and then preceded the passenger through the cuts.

Professor Colgrove's jugular vein is partially severed. It is not believed that he can recover. He had been ill and had decided to spend a month with friends and relations at Hamilton, New York.

### RUSSIAN STUDENTS ORGANIZE

**Butte Mines Closed.**

### SINKS IN ENGLISH CHANNEL

**Butte, Mont., April 2.—Twenty-eight**

Berlin, April 1.—A dispatch to the Tageblatt from St. Petersburg, dated Monday, March 31, says that the students are organizing a fresh revolutionary meeting, and have succeeded in mailing 10,000 circulars, mostly addressed to persons belonging to the educated classes, imploring them to attend armed if possible, a revolutionary registration, in front of the Kazan Cathedral.

Butte, Mont., April 2.—Twenty-eight hoisting engineers have struck, and as a result nine mines of the Amalgamated Copper Company are closed down, over 2000 men being rendered idle, pending a settlement of the trouble. The engineers have been receiving \$1 a day, and have demanded an increase of \$1 1/4 day, which has been refused.

London, April 1.—Eleven men were drowned as the result of a collision this morning near the Nab Lightship between the Channel passenger steamer Alma and the British ship Cambridge. Captain Roberts, from Penzance for Antwerp. The latter sank immediately and eleven of her crew perished. The Alma returned to Southampton badly damaged.

### WILL CARRY SUGAR FREE FROM JAMAICA

**London, April 2.—Telegrams from**

### PEACE CONFERENCE MEETS

**Paris, April 2.—The Eleventh International Peace Congress opened at**

Liverpool say that the Elder Dempster Co. announce that they are willing to carry sugar from Kingston, Jamaica, to Avonmouth, England, free of charge in order to help the West Indian planters tide over the period until the sugar bounties are abolished, and to cultivate trade between Jamaica and England.

Paris, April 2.—The Eleventh International Peace Congress opened at Meftaco today, and will continue in session through the week. Nearly all the countries of Europe are represented by delegates.

### BOERS DEFEATED IN FIGHT WITH KITCHENER'S FORCES

**ALL CANADIAN RIFLES KILLED OR WOUNDED**

### BURGHERS REINFORCED AND FIGHTING ENDED AT CLOSE QUARTERS—LOSSES ARE SEVERE ON BOTH SIDES

**London, April 4.—There was severe**

fighting all day long on March 31st in the neighborhood of Hart's river, in the southwestern extremity of the Transvaal, between part of General Kitchener's force and the forces of Generals Delarey and Kemp, resulting in the repulse of the Boers after heavy losses on both sides.

The Canadian Rifles especially distinguished themselves, one party commanded by Lieut. Bruce Carruthers holding its position till every man was killed or wounded.

Lord Kitchener's official report, dated from Pretoria yesterday evening, says:

"General Kitchener, Lord Kitchener's brother, sent Colonels Keir and Cookson from Vredefort, Western Transvaal, March 31, to reconnoitre towards Hart's river. They soon struck the track of guns and carried on a running fight for eight miles, following the track through the bush.

"Emerging on the plain, large Boer reinforcements advanced against their flanks, forcing the British troops to take up a defensible position, which they hastily entrenched. Fighting ensued at close quarters until the Boers were repulsed on all sides.

"Delarey, Kemp and other leaders vainly attempted to persuade their men to renew the action. Fifteen hundred Boers participated in the engagement, but they had suffered too heavily, and cleared away to the northwest and south. The British losses were also severe.

"The Canadian Rifles especially distinguished themselves, one party, commanded by Lieut. Bruce Carruthers, holding its post till every man was killed or wounded.

"Others of the forces showed great steadiness, allowing the Boers to advance within two hundred yards of them and repelling them with a steady rifle fire."

Time, 10 4-5 seconds. The best previous record was 10 2-5 seconds, made in 1891 by J. L. Torbert, who was one of the officers of the day yesterday.

### BROWN WINS THE 880 YARDS DASH

**The 880-yard run was one of the**

### STUDENTS ATTEND IN LARGE NUMBERS

**The opposite side of the grandstand**

was filled with Kamehameha students in their uniforms and the young ladies of the girls' school, while stationed near the band were the young men and ladies from Oahu College. Each delegation wore the college colors—the buff and blue of Punahou, or the blue and white of Kamehameha.

Among the others present during the afternoon were: Prince and Princess Kawanakoa, Prince Kalaniana'ole, Mrs. Sanford B. Dole, Col. and Mrs. Samuel Parker, Mr. and Mrs. J. B. Atherton, Dr. and Mrs. J. S. McGrew, Mr. and Mrs. W. W. Hall, Mr. and Mrs. Theo. Richards, Mr. and Mrs. George Kluegel, Mr. and Mrs. J. I. Dowsett, Mr. and Mrs. H. C. Brown, Mr. and Mrs. H. W. Lake, Captain and Mrs. Robert Walpa Parker, Mr. and Mrs. L. T. Kentwell, Mr. and Mrs. Beardslee, Mr. and Mrs. Willard Brown, Mr. and Mrs. W. F. Drake, Mr. and Mrs. J. F. Morgan, Mrs. W. E. Taylor, Dr. and Mrs. W. T. Monarrat, Mr. and Mrs. Percy Benson, Mrs. S. C. Sayres, Mr. and Mrs. S. F. Chillingworth, Deputy Sheriff and Mrs. C. F. Chillingworth, Mr. and Mrs. Wm. Thompson, Mr. and Mrs. Gus Schumann, Mr. and Mrs. Samuel Johnson, Mrs. Mott-Smith, Bird, Mrs. W. E. Taylor, Mrs. Ralph Gere, Admiral Merry, Rev. G. L. Pearson, Rev. W. D. Westervelt, Miss Nora Sturgeon, Miss Adams, Miss Bella Weigelt, Miss Holt, Miss Robertson, Miss Reynolds, Miss Belle Vida, Miss Thum, Miss Hall, Miss Stella Love, A. B. Wood, V. Clive Davies, Harry Wilder, George Angus, George Fuller, Frank Armstrong, Judge Archie Mahaulu, J. Damon, Senator Kanuha, Lorin Andrews, Roy H. Chamberlain, Ernest Ross, John H. Wise, Horace J. Craft, Arthur Mackintosh, Henry Giles, F. Harvey, W. C. Weedon, Mana Wida-

### RAILROADS CANCEL ORDERS FOR FREIGHT

New York, April 2.—J. C. Stubbs, general freight traffic manager of all the Harriman Railroads, is authority for the statement that freight transportation contracts amounting to several hundred thousand dollars have been cancelled by western roads within the past two weeks in consequence of the order of the Interstate Commerce Commission that all roads must obey the Federal laws requiring uniformity of rates. Injunctions issued by Judge Grosscup of the United States court in Chicago against fourteen railroad companies, accused of violating the Federal laws means a loss to the railroads of between \$6,000,000 and \$7,000,000 in revenues.

## Kamehamehas Win Boys' Brigade Champion Cup

The men who had charge of the Boys' Brigade Field Day may well be proud, for their efforts have been crowned by a measure of success above the hopes of the most sanguine. They met with disappointment after disappointment in the way of enforced postponement and the dropping out of athletes of great promise. Notwithstanding this, they kept at work with a will and yesterday afternoon's splendid consummation was a just reward for their untiring efforts.

Athletes in the Territory were given a forward impetus yesterday that is bound to make its impress on events of the kind in the future. There has been lagging interest for years and those interested in athletics have felt that unless something was done there would be a continuation of it. It required just such an event as the Boys' Brigade field day to retrieve the loss of interest that had been sustained. The recovery was complete.

**HEALTHY ATHLETICS ARE VERY NECESSARY**

The field day events proved conclusively that Hawaii's rising generation sees the great benefit and absolute necessity of healthy athletics and the fact that most of those who took part are connected with some educational institution goes to show them to be of the opinion that a healthy body is necessary to a healthy mind.

The events show also the necessity of just what object was in view when the field day was arranged—a place where athletes will be able to develop their respective talents without being handicapped by time, place, or the inclination of others. Honolulu needs just such a place as the Boys' Brigade workers, headed by Theodore Richards, have in mind at the present time. The money secured by the patronage at yesterday's athletic events will be used in the development of the most praiseworthy plan and, since there has been every evidence that the workers in the interests of the Brigade have been willing to help themselves, there should be willing purses to help the good work along.

The program of yesterday's sports started promptly at 2 o'clock and was carried through to the end with a dispatch that was remarkable. The grand

### SUMMARY OF POINTS IN THE DAY'S EVENTS

	M. I.	Art.	Y. M. C. A.	Kam.	Puna.	Ath.
880 Yards Run	1	0	0	2	5	
100 Yards Dash	1	0	0	7	0	
1 Mile Run	2	5	0	0	1	
120 Yards Hurdle	0	0	0	0	5	
440 Yards Dash	0	0	0	6	2	
220 Yards Dash	1	0	0	7	0	
220 Yards Hurdle	0	0	0	3	5	
1 Mile Relay	0	0	0	10	0	
Shot Put	0	0	1	7	0	
High Jump	0	0	2	5	1	
Pole Vault	0	0	0	6	2	
Broad Jump	1	0	0	5	2	
Hammer Throw	0	0	0	5	3	
	6	5	3	63	26	

### FIVE STARTERS FOR HUNDRED YARDS DASH

The events of the day started off with the 100-yards dash (trials). There were five starters in the first heat. Ahana of Kamehameha, one of the finest athletes this city has ever seen, won first place by quite a margin, his time being 11 1-5 seconds. Second place was won by Lot Kaulukou of Kamehameha.

In the second heat of the same race, Pa of Kamehameha won first place in 11 1/2 seconds. Hopkins of the Malle-Himas winning second.

The firsts and seconds of the first two heats ran in the final heat which proved to be one of the best events of the day.

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**Rice & Perkins, PHOTOGRAPHERS.**

Oregon Block, cor. Hotel and Union Sts. Entrance on Union.

**PRINCESS AWARDS PRIZES TO WINNERS**

There was a short flight of steps from the track to a place immediately in front of where the Princess sat and here Tarn McGrew stood, escorting thence from time to time, the young men who proved their supremacy over the other contestants, the Princess

standing after each event and gracefully bestowing her favors.

The invitation to Mrs. Dole to a seat in the box was a graceful act. The whole party in the box seemed to enjoy themselves immensely and Princess Kawanakoa was most generous in her praises of the various events. To do, no one could help but be pleased with what the athletes did.

Stationed at the makai end of the grandstand was the band, under the leadership of Captain Berger. During the intermissions throughout the afternoon these musicians furnished music in keeping with the nature of the program of the day.

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